

BookletChartTM

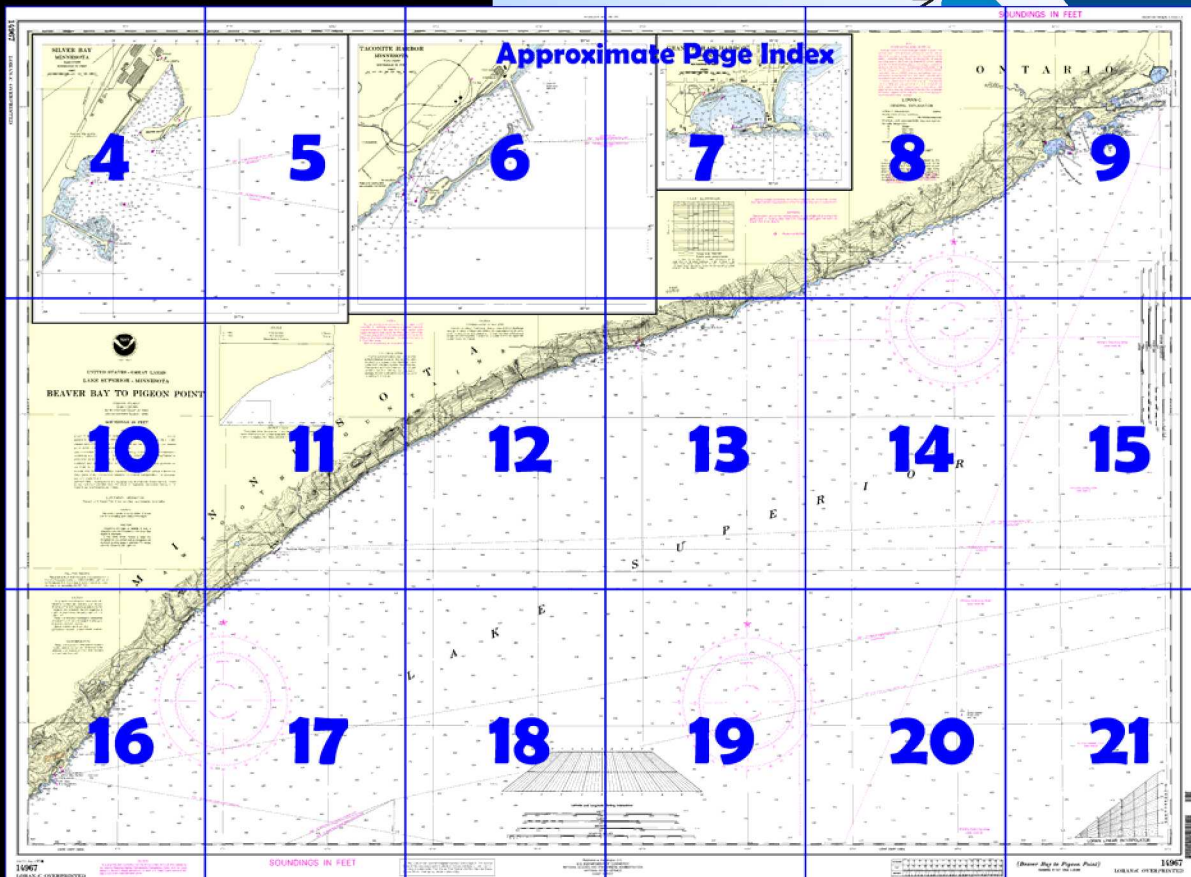
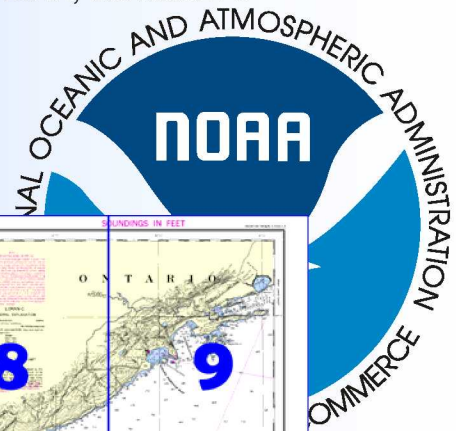
Beaver Bay to Pigeon Point

(NOAA Chart 14967)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

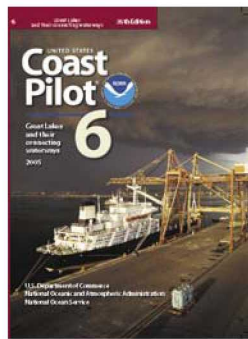
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 13 excerpts]

(395) **Beaver Bay**, about 50 miles NE of Duluth Ship Canal, is about 0.7 mile wide and indents the shore about 0.3 mile. The 16-foot depth contour is within 30 to 200 feet of shore. Large boulders are in all parts of the bay. The shore of the bay is bordered by bluffs that rise 75 to 200 feet above the lake. The bay affords some shelter from S, W, and N storms, but is open and unprotected to NE, E, and SE. The most dangerous storms at this end of the lake are from NE, the seas having a

fetch of more than 250 miles. Two piers are on the N side of the bay. The E pier has a depth of 5 feet at the outer end, and the W pier 9 feet at the outer end.

(402) **Taconite Harbor** is a private harbor maintained by the Minnesota Power Company and Cleveland-Cliffs Inc., about 75 miles NE of Duluth at the mouth of **Two Island River**. The harbor is a basin, about 0.8 mile

long and 0.3 mile wide, enclosed by **Gull Island**, **Bear Island**, and a series of breakwaters. Three lighted stacks at the powerhouse at the N end of the harbor are prominent.

(409) From Taconite Harbor, the shore extends NE for 31 miles to Grand Marais. Steep slopes and cliffs in this reach rise to elevations over 900 feet above the lake within 1 to 2 miles of shore. **Carlton Peak**, 4.5 miles NNE of Taconite Harbor, and **Leveaux Mountain**, 8 miles NE of the harbor, are two of the tallest peaks. **Rock Island**, a low rocky projection in the E approach to **Good Harbor Bay**, 3.6 miles SW of Grand Marais, is the only off-lying obstruction in this reach. Otherwise, the shore can be approached within 0.5 mile.

(411) **Grand Marais Harbor** is a small-craft harbor 31 miles NE of Taconite Harbor and 106 miles NE of Duluth. It is the only harbor with facilities and adequate protection for small craft in the 125 mile stretch between Two Harbors and the International boundary at Pigeon River. The harbor is a semicircular bay with a narrow opening to S between two points of land. The harbor is a commercial fishing base. **Grand Marais, Minn.**, is a town on the N side of the harbor.

(412) **Grand Marais Light** (47°44.7'N., 90°20.3'W.), 48 feet above the water, is shown from a white square pyramidal skeleton tower, upper part enclosed, on the E side of the harbor entrance. A fog signal is at the light.

(419) **North Superior Coast Guard Station** is on the SE side of the harbor basin.

(422) From Grand Marais Harbor NE for 34 miles to Grand Portage Bay, the shore is rocky and bold, with deep water close-to and a few outlying rocks. **Five Mile Rock**, awash, is 0.8 mile offshore 5 miles NE of Grand Marais Light. **Marr Island**, low and rocky, is on the outer end of a reef that extends 0.4 mile from a small point 12.5 miles NE of Grand Marais. A detached rock, covered 5 feet, is 0.4 mile offshore 0.7 mile SW of the S entrance point to Grand Portage Bay. **Chicago Bay** and **Big Bay**, 18 and 21 miles NE of Grand Marais, respectively, are the largest indentations in this stretch and afford limited protection. **Hovland**, a settlement on Chicago Bay, has a small privately owned dock.

(424) **Grand Portage Bay**, about 5 miles SW of the International boundary, is about 2 Miles wide and extends 1.3 Miles into the shoreline. **Hat Point** (47°57.2'N., 89°38.3'W.), marked by a light, encloses the NE side of the bay and separates it from Wausaugoning Bay. **Grand Portage Island**, in the middle of the entrance to the bay, affords some protection from offshore winds. Inside Grand Portage Island, the bay has depths of 6 to 12 feet. Boats drawing 8 feet or more should not approach nearer than 0.25 mile to shore. A 6-foot shoal midway between Grand Portage Island and Hat Point renders the bay entrance NE of the island hazardous.

(427) **Wausaugoning Bay** is just NE of Grand Portage Bay, separated from it by Hat Point. The shore of the bay along Hat Point is a continuous rocky cliff rising to about 100 feet above the lake. **Mount Josephine**, at the inner end of Hat Point, rises 700 feet above the lake. The NW side of the bay is bordered by a 500-foot bluff with a boulder beach broken by cliffs. The NE side of the bay is low and heavily wooded.

(428) A rocky reef, covered 5 feet, is about 0.6 mile offshore on the NW side of Wausaugoning Bay. **Francis Island**, small and rocky, is on a rocky ledge that extends 0.4 mile W from the E point of the bay. Aside from these hazards and the shallows at the NE end of the bay, there are good depths and the shores are fairly deep-to. The bay has good holding ground for anchorage, but is exposed to SE to SW winds.

(429) Wausaugoning Bay is partially protected by a group of small islands that extend 2 miles SE from the E point of the bay. **Lucille Island**, the outermost, **Susie Island**, and **Magnet Island** are the largest in the group. A dangerous detached rock is 0.3 mile SE of the SW point of Lucille Island. Caution is advised when navigating around and between these islands.

(430) From Wausaugoning Bay, the shore trends ENE for 5.5 miles to Pigeon Point (48°00.2'N., 89°29.8'W.). **Clark Bay**, at the inner end of Pigeon Point, is a small inlet open to E and protected on the S side by a point and two small islands. **Pigeon Point** is a rocky peninsula that extends 3.5 miles ENE and encloses the S side of **Pigeon Bay**.

Table of Selected Chart Notes

 **Pump-out facilities**

Corrected through NM Jul. 14/07
Corrected through LNM Jul. 10/07

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**Polyconic Projection
Scale 1:120,000**



**North American Datum of 1983
(World Geodetic System 1984)**

SOUNDINGS IN FEET

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
 (Accurate location)  (Approximate location)

NOTE B

Mariners should use caution as military craft may be operating within the area. For further information consult the U.S. Coast Guard Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.543" southward and 0.746" westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

**LORAN-C
GENERAL EXPLANATION**

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
8970.....89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in St. Paul, Minnesota.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U. S. Coast Pilot 6 for important supplemental information.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SAILING DERECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

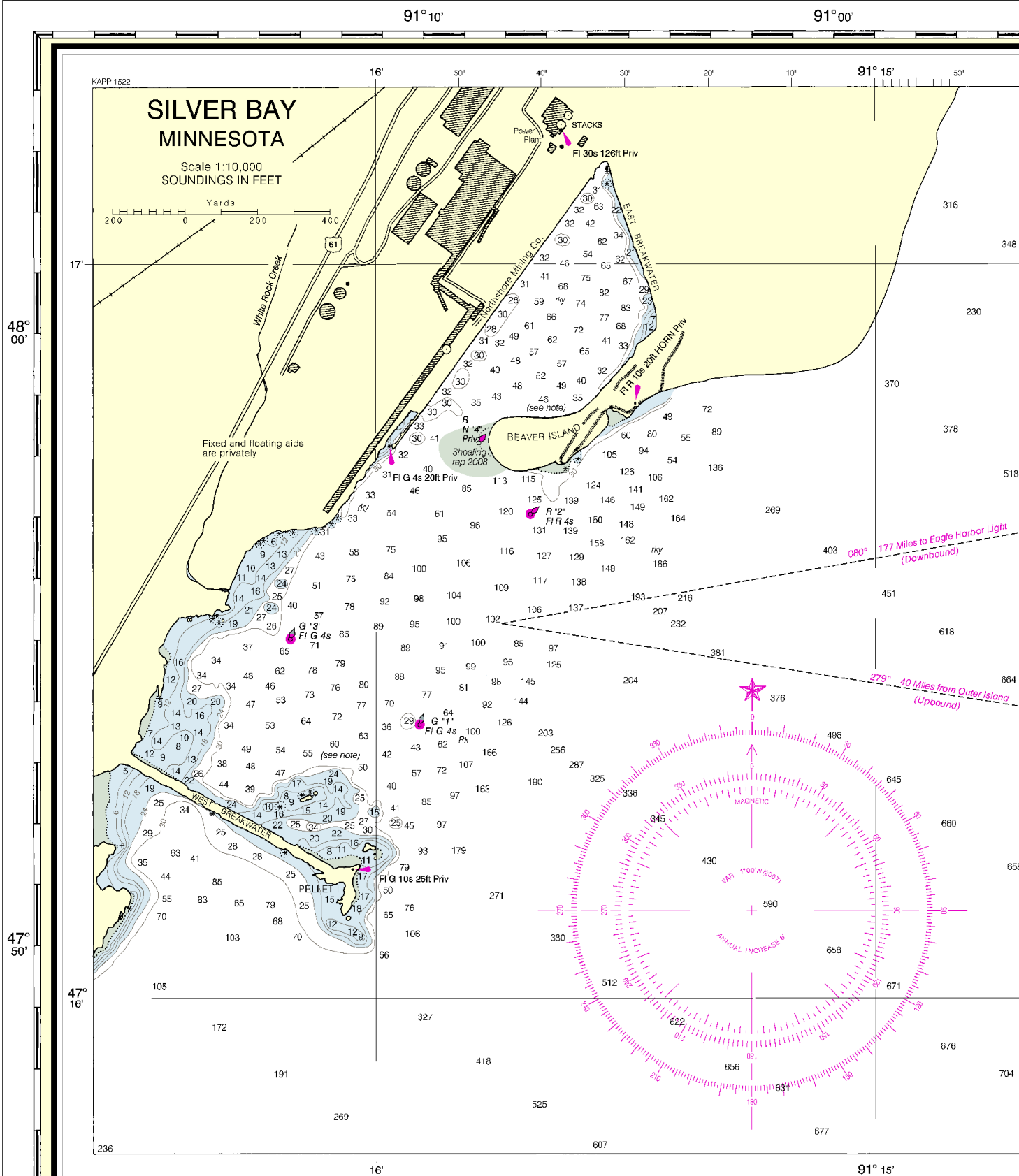
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 601.1 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

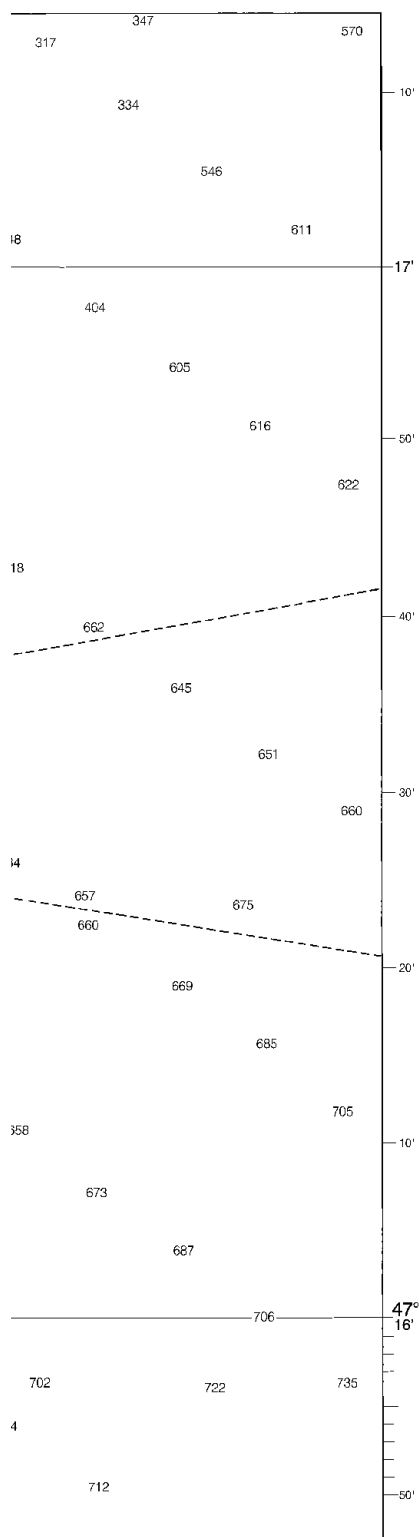


Joins page 10

90° 50'

90° 40'

90° 30'

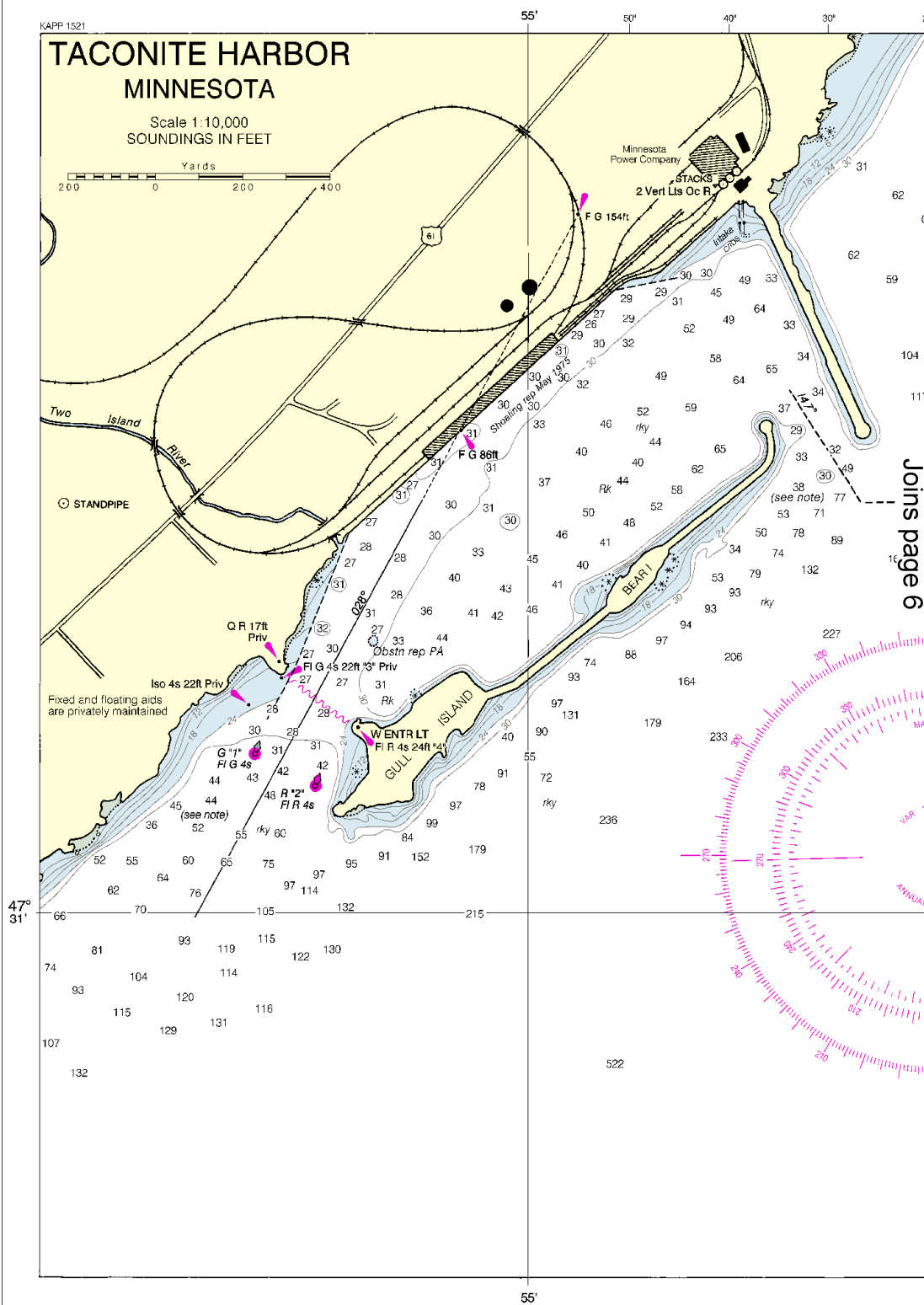


KAPP 1521

TACONITE HARBOR MINNESOTA

Scale 1:10,000
SOUNDINGS IN FEET

Yards
200 0 200 400



Joins page 6

NOTE A

Navigation regulations are published in **Joins page 11**
Coast Pilot 6. Additions or revisions to Chart

CAUTION
POTABLE WATER INTAKE (PWI)

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

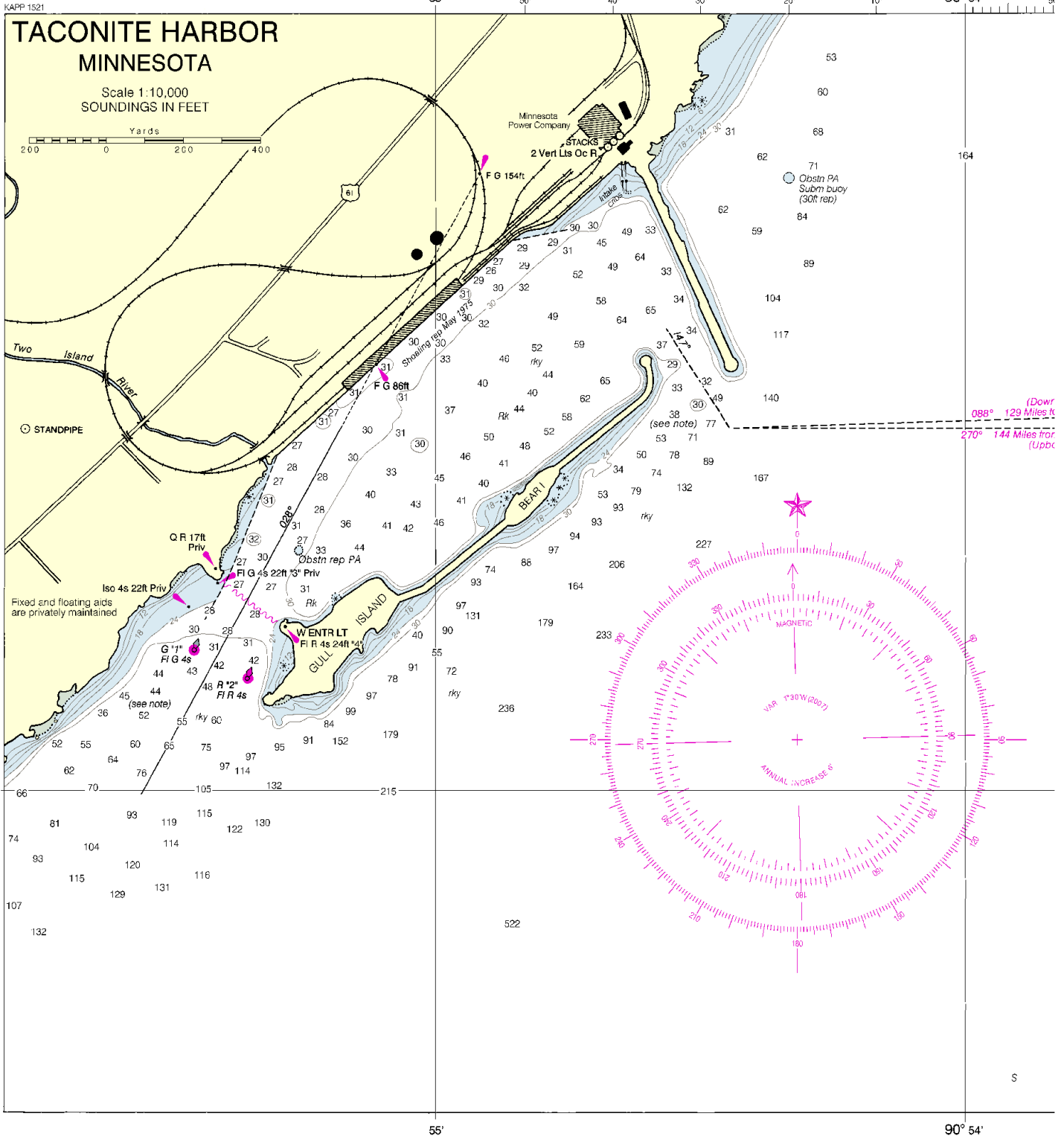
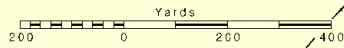
90° 40'

90° 30'

KAPPP 1521

TACONITE HARBOR MINNESOTA

Scale 1:10,000
SOUNDINGS IN FEET



NOTE A

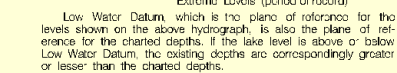
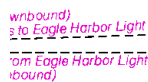
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Supplement.

CAUTION
POTENTIAL HAZARD

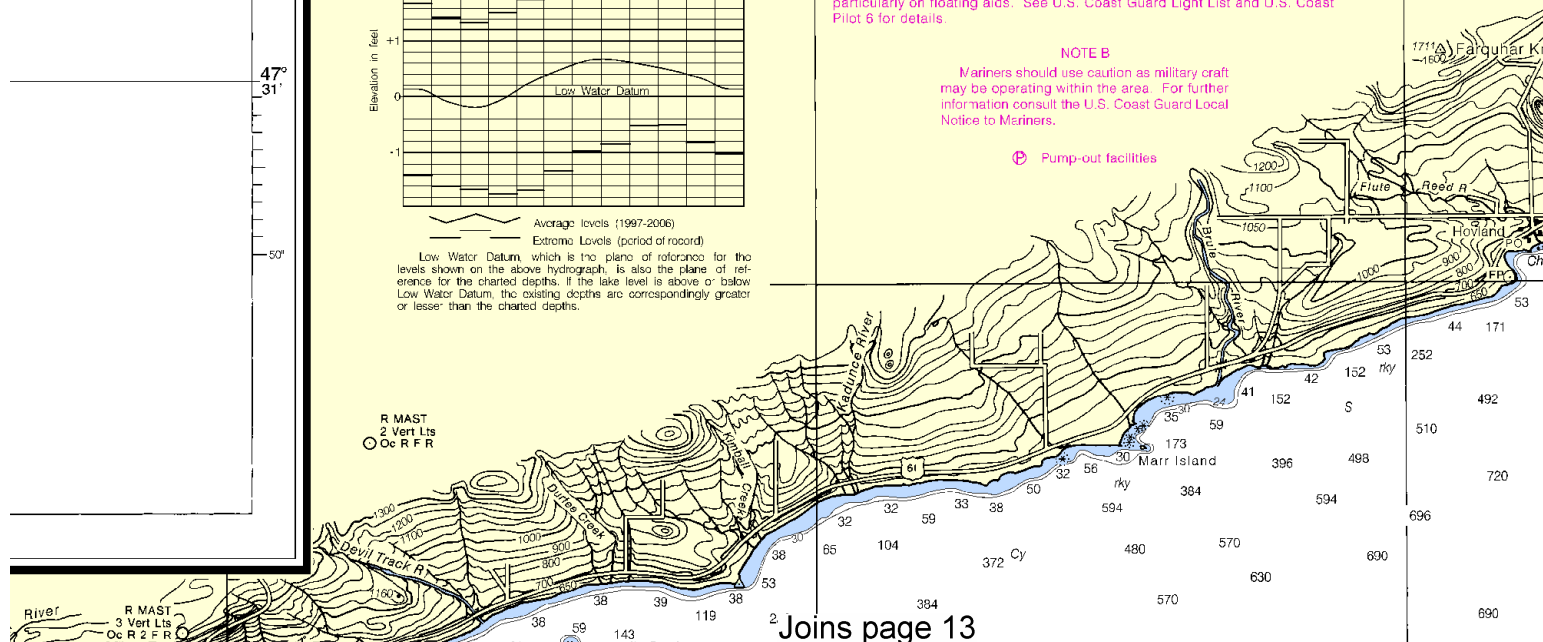
Joins page 12

Joins page 5

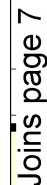
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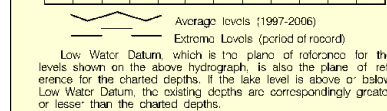
Ⓟ Pump-out facilities



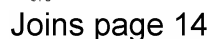
Joins page 13



Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.



P Pump-out facilities



$$89^{\circ}50' \qquad \qquad \qquad 89^{\circ}40' \qquad \qquad \qquad 89^{\circ}30'$$



191

418

525

269

607

236

677

676

704

16'

91° 15'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES
LAKE SUPERIOR - MINNESOTA

BEAVER BAY TO PIGEON POINT

Polyconic Projection
Scale 1:120,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 601.1 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985)
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

COPYRIGHT

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CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

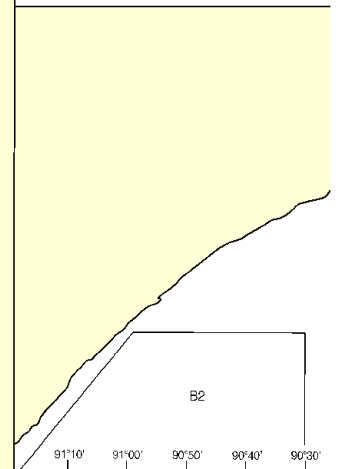
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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SOURCES		
B2	1970-1989	NOS Sur
9		Canadian
J	Pre-1974	Lake Sur



SOURCE

Most of the hydrography identified by the Army Corps of Engineers prior to 1970 has been evaluated for charting. Survey date and type of survey. Channels of the Corps of Engineers are periodically recharted. Refer to Chapter 1, United States Coast Pilot 6.

Joins page 16

partial bottom coverage

CE DIAGRAM

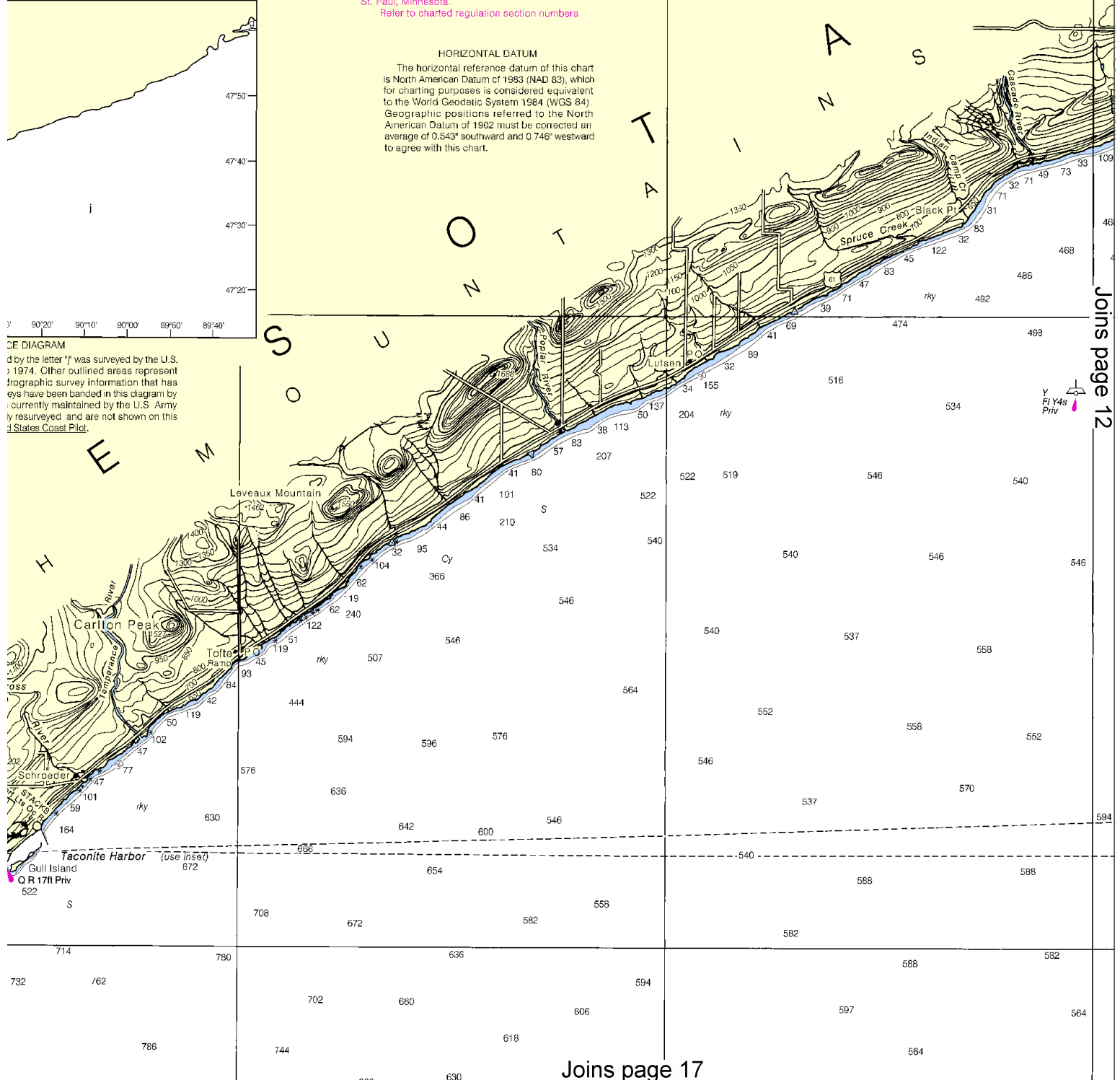
d by the letter "J" was surveyed by the U.S. in 1974. Other outlined areas represent bathymographic survey information that has been surveyed and are not shown on this diagram by the U.S. Army currently maintained by the U.S. Army is resurveyed and are not shown on this diagram by the U.S. Army.

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Refer to charted regulation section numbers.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.543" southward and 0.746" westward to agree with this chart.

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U. S. Coast Pilot 6 for important supplemental information.



NOTE A

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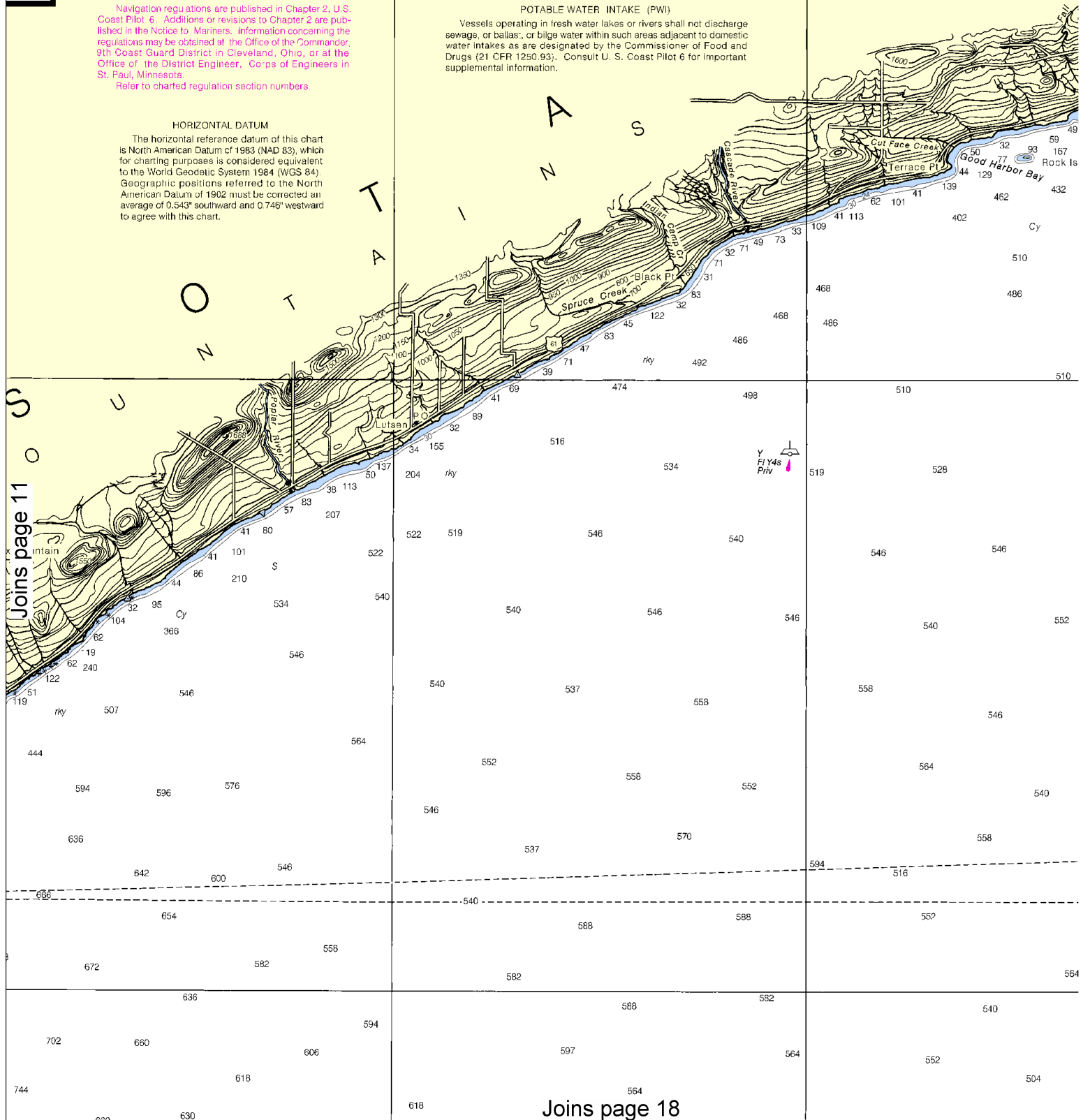
Refer to charted regulation section numbers.

HORIZONTAL DATUM

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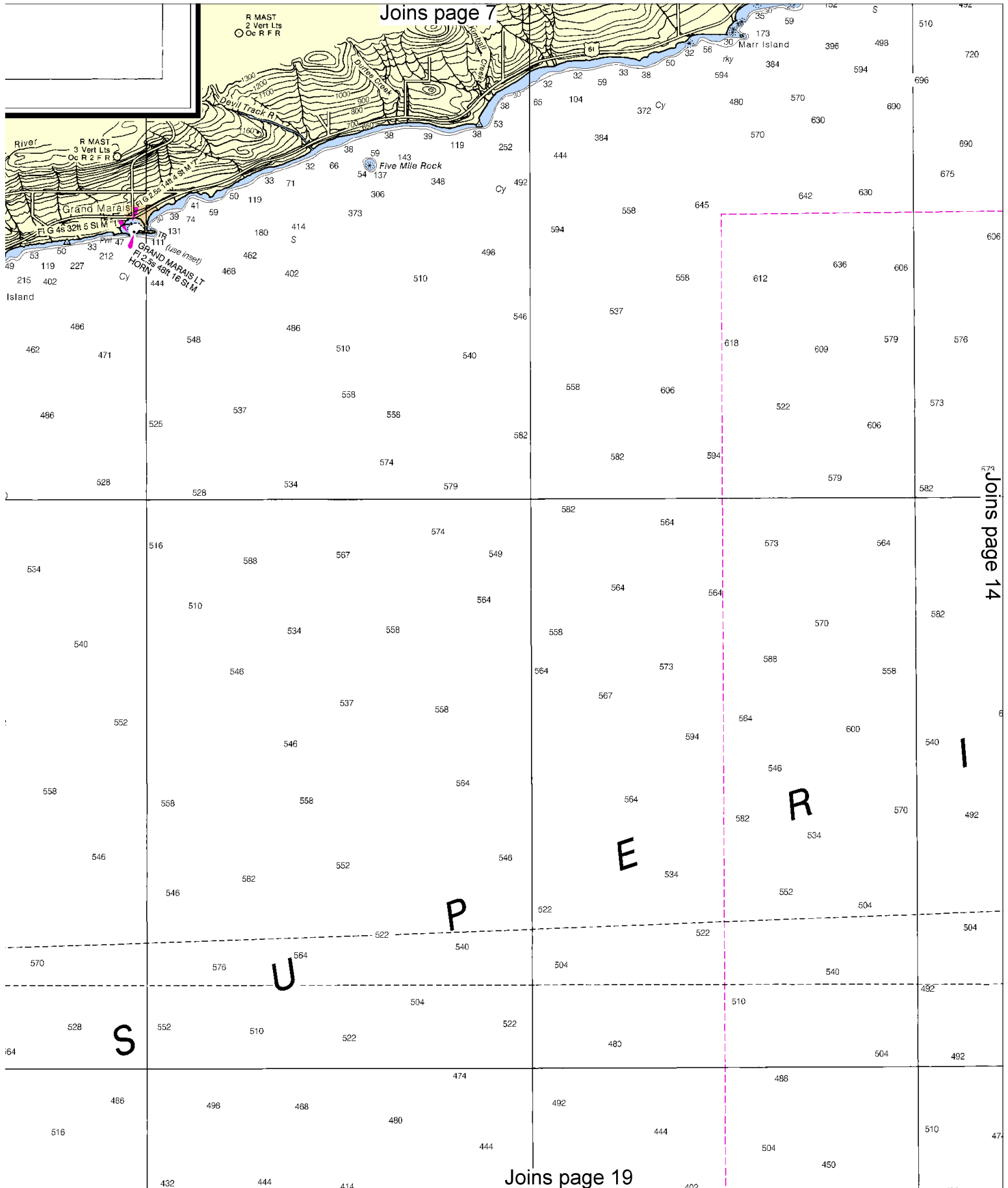
**CAUTION
POTABLE WATER INTAKE (PWI)**

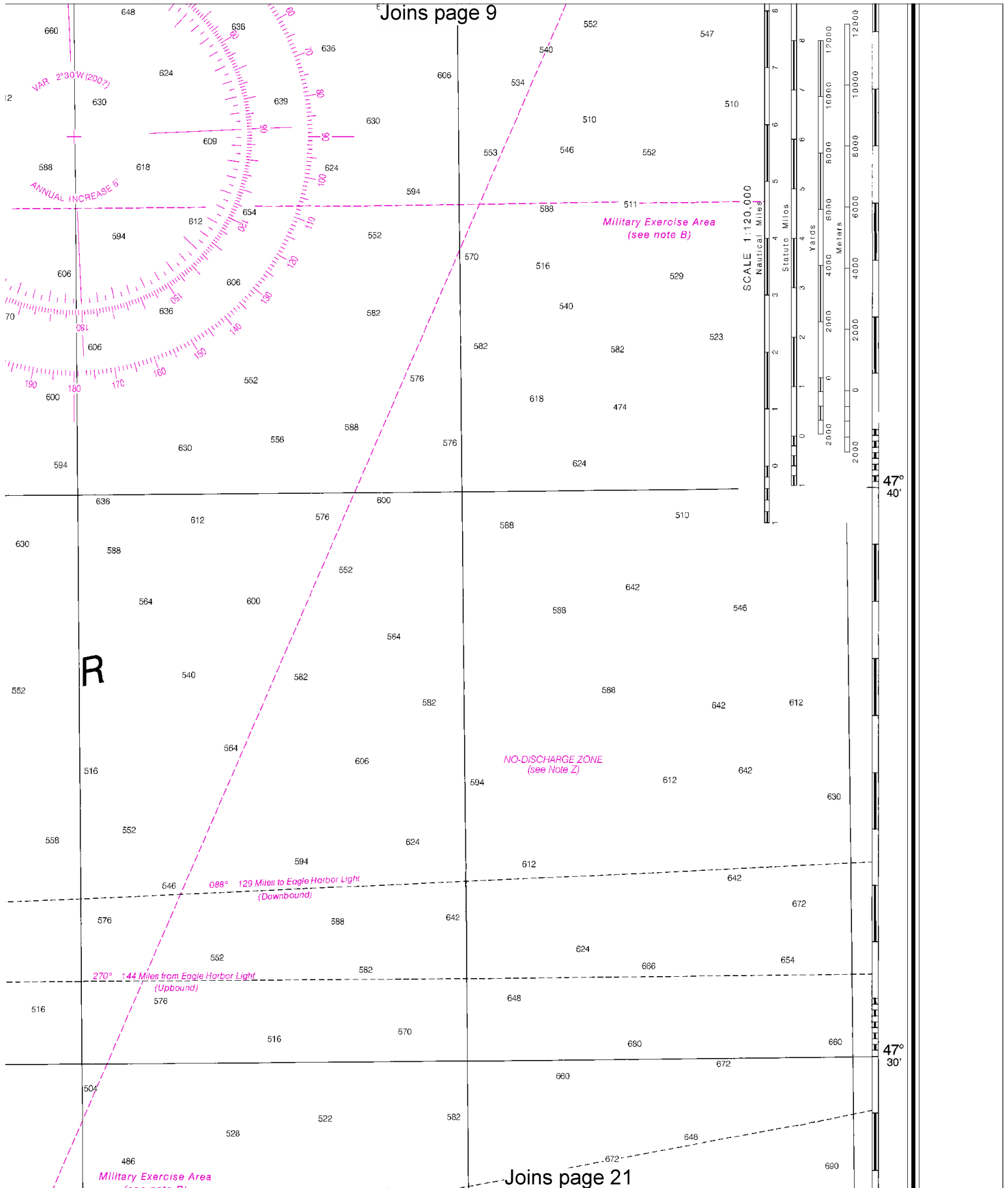
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Joins page 11

Joins page 18





47° 30'

47° 20'

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8602 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

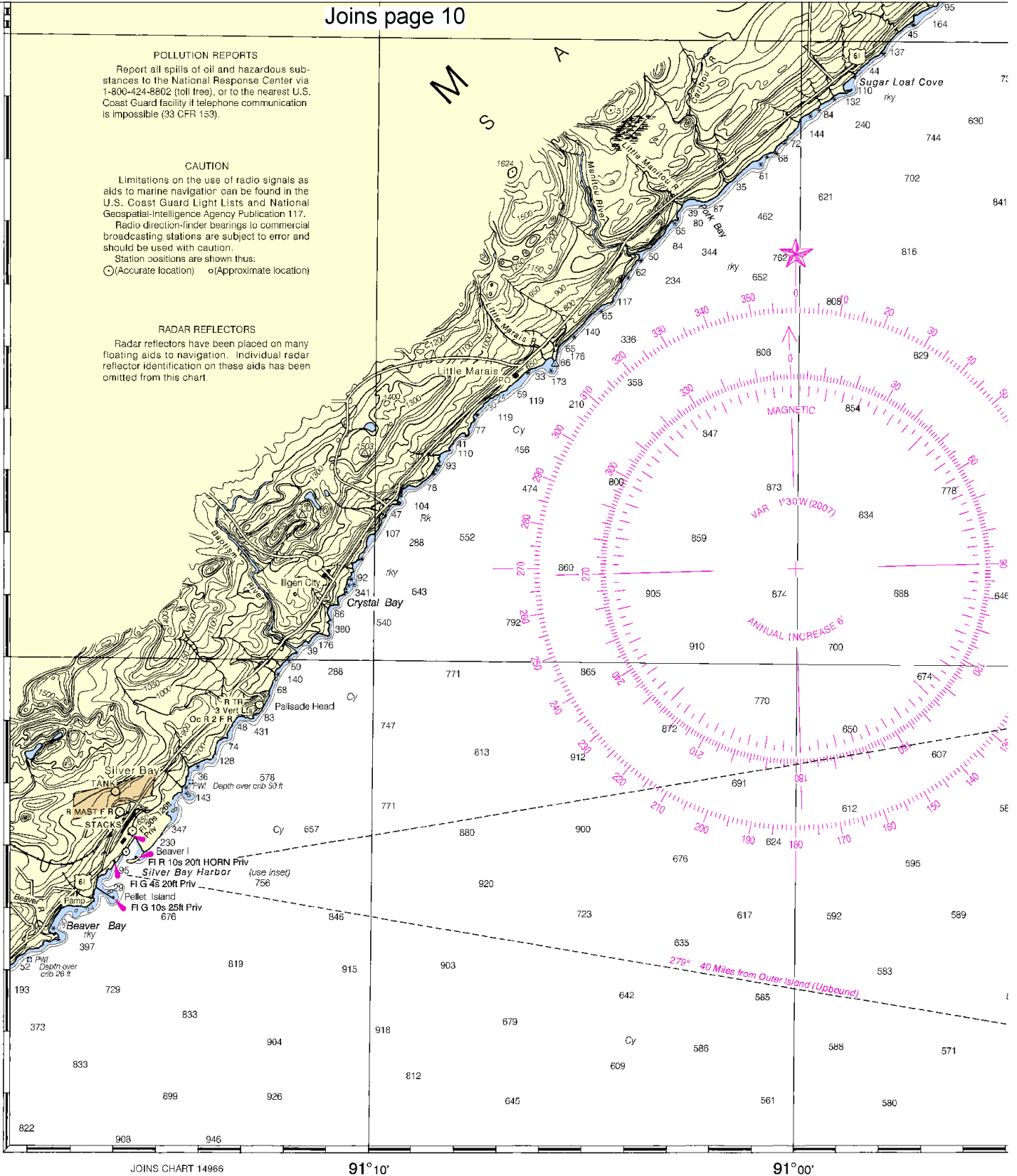
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



JOINS CHART 14966

91°10'

91°00'

23rd Ed., Jul. / 07 ■ Corrected through NM Jul. 14/07
Corrected through LNM Jul. 10/07

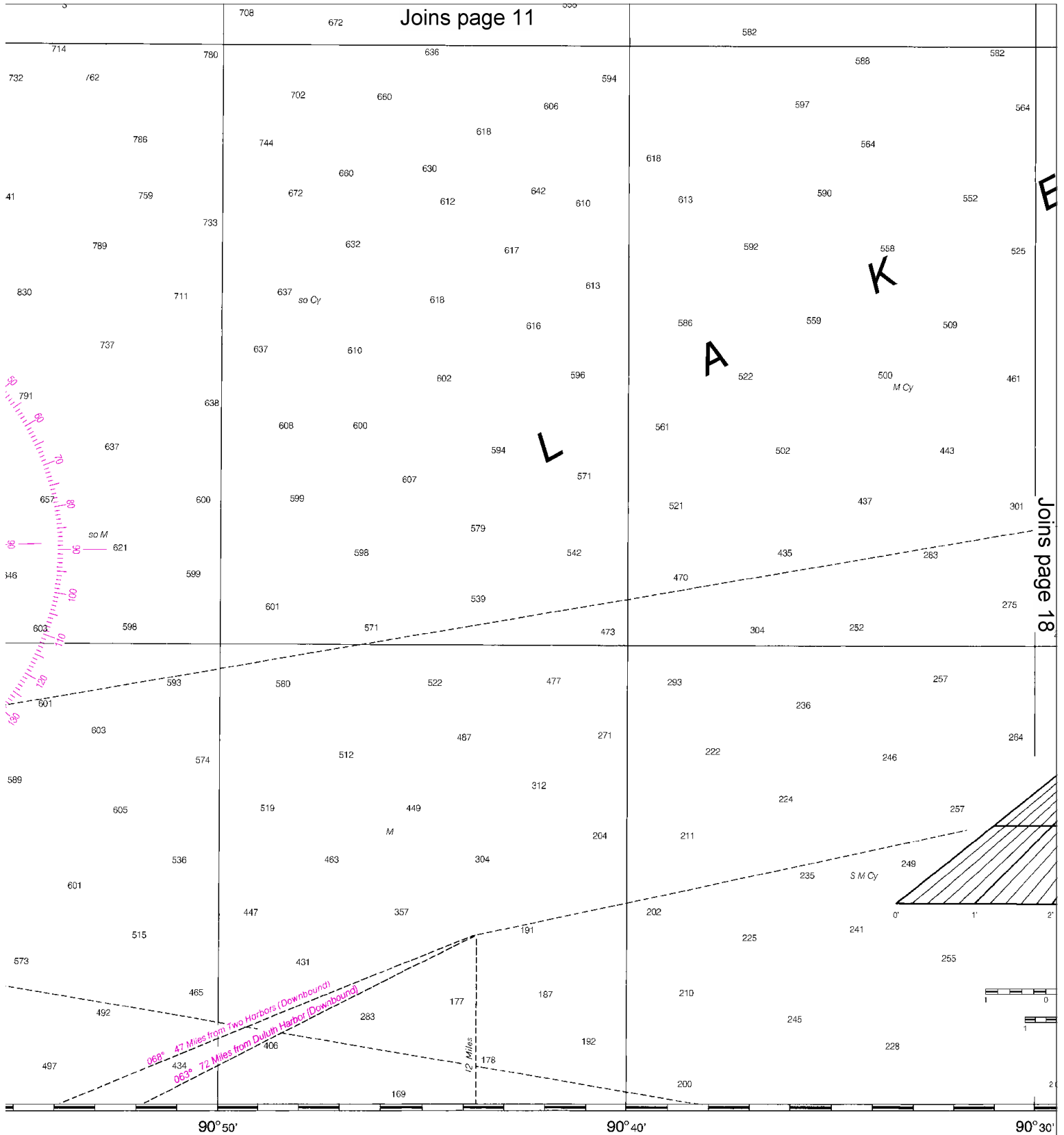
14967

LORAN-C OVERPRINTED

CAUTION

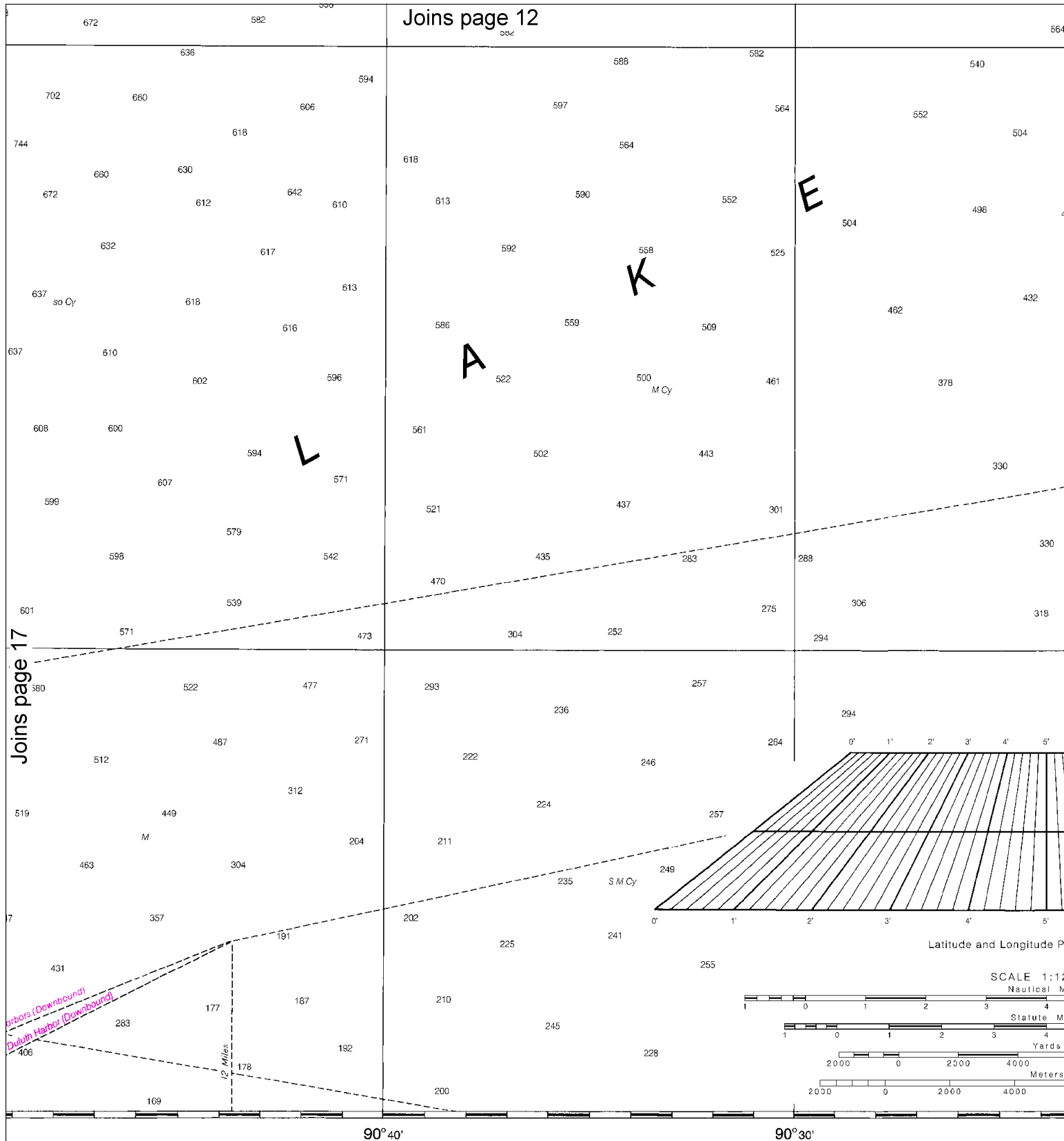
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the date: nauticalcharts.noaa.gov

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additional improving this chart to the Chief, Marine Chart Division (N/CS Service, NOAA, Silver Spring, Maryland 20910-3282).



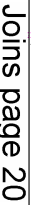
SOUNDINGS IN FEET

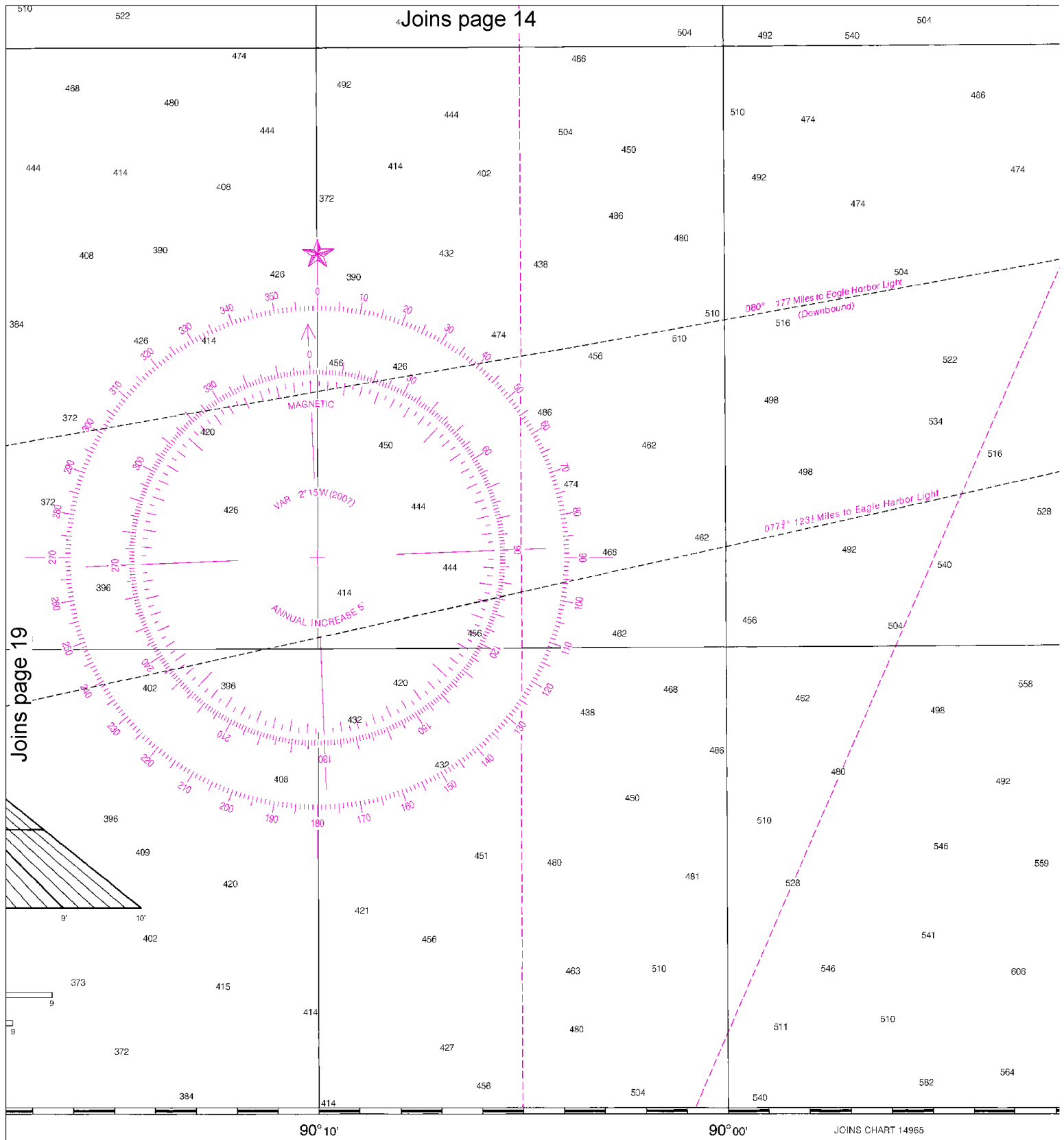
Navigation. The National
ions, or comments for
CS2), National Ocean



SOUNDINGS IN FEET

Published at Wash
U.S. DEPARTMENT C
NATIONAL OCEANIC AND ATMOS
NATIONAL OCEAI
COAST SUF





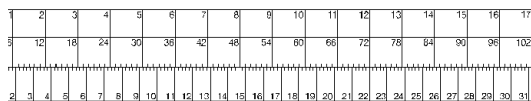
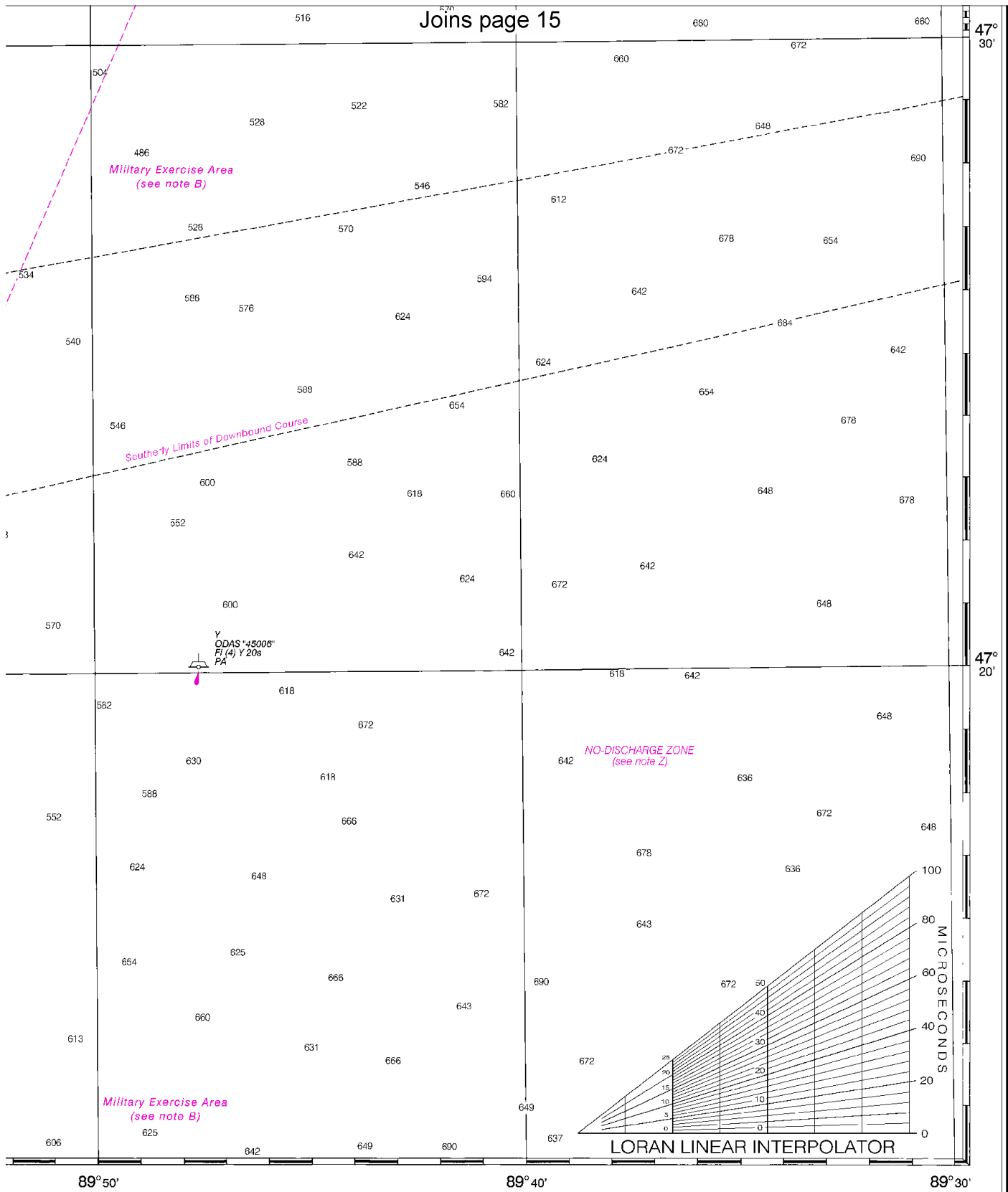
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JOINS CHART 14965

PRINT-ON-DEMAND CHARTS
 NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

FATHOMS	1
FEET	6
METERS	1 2



Beaver Bay to Pigeon Point
SOUNDINGS IN FEET - SCALE 1:120,000

14967
LORAN-C OVERPRINTED

ED. NO. 23
NSN 7642014010603
NGA REFERENCE NO. 14XCO14967

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3230

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.